

# Sound to Olympics Trail (STO) Vision

The Sound to Olympics Trail (STO) is a regional trail across Kitsap County being developed to connect via two branches to both Kingston/Edmonds and Bainbridge Island/ Seattle's Washington State Ferry runs, with the Burke-Gilman Trail and other regional trails east of Puget Sound in the Mountains to Sound Greenway, and with the Olympic Discovery Trail beyond the Hood Canal Bridge. The STO is a key link in Washington State Parks' Cross-State Trail—connecting from the Idaho border to Washington's Pacific Coast.

As a regional trail, the STO is built to a shared-use path standard, designed to serve a wide variety of users traveling two directions. The shared-use path standard specifies a twelve foot preferred (minimum ten foot) paved surface. This standard, required by federal and state funding sources, supports use by high pressure tire road bike cyclists—the most demanding design use. However, it serves people walking, running, using roller-blades, strollers, and wheeled luggage, equestrians, families with children, and people of all ages and abilities—including those using canes, walkers, manual and motorized wheelchairs, and having other movement limitations not requiring an assistive device.

On Bainbridge Island, the STO will utilize and/or connect with public open space and parks where possible. For example, the section of STO at Vineyard Lane provides a way to access the John Nelson Linear Park (Trail) constructed by the Bainbridge Island Metropolitan Parks & Recreation District--BIMPRD. Similarly, several miles of the STO in North Kitsap will be in land being acquired from Pope Resources by Kitsap County through the Kitsap Forest & Bay Project.

The STO is called for by the Puget Sound Regional Council's Transportation 2040 plan, Kitsap County's North Kitsap String of Pearls Trail Plan and the Kitsap County Non-Motorized Facility Plan, Kitsap Transit's SR 305 Corridor Study, the Kitsap Regional Coordinating Council's Looking for Linkage report, and the City of Bainbridge Island Non-Motorized Transportation Plan.

hired a design team working with a steering committee to identify a corridor for the STO, which will be purchase through the RCO grant.

Forterra and partners in the Kitsap Forest and Bay Project is in the middle of a funding campaign to combine with already committed funds to acquire that entire block of land as park to be managed by the Kitsap County Park Department.

Key elements of the STO concept include the following:

1. Located in and along SR 305 and SR 104 rights-of-way in sections, e.g. SR 305 the length of Bainbridge Island and SR 104 in the Port Gamble vicinity through land being acquired from Pope Resources through the Kitsap Forest and Bay Project;
2. Regional trail built to WSDOT shared-use path standard;
3. Interconnects with sub-regional and neighborhood trails;
4. Integrated with transit;
5. Safe and efficient separated-grade crossings for trail users across major roads and highways, e.g. Vineyard Lane to the Knectel & Wyatt Way crossing SR 305 on Bainbridge, a new Noll Road / Johnson Road intersection crossing SR 305 in Poulsbo, and at the Bond Road/ Big Valley Road intersection in Poulsbo;
6. Integrated with open space plans (similar to the Mountains-to-Sound Greenway) in order to preserve and enhance natural viewshed, native vegetation (including native trees and understory,